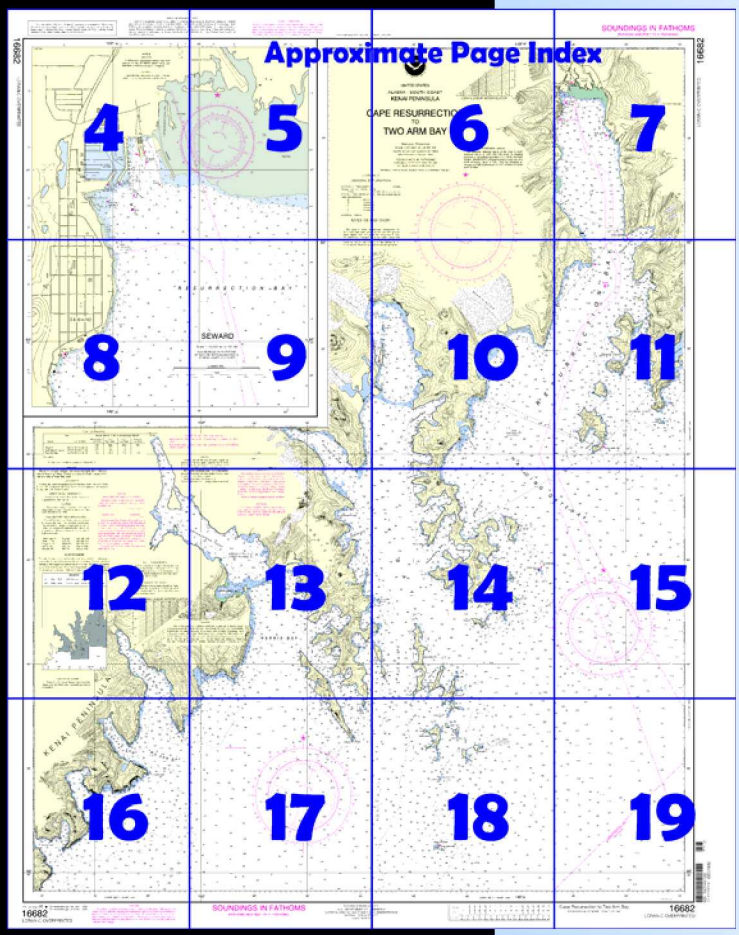
BookletChart™

Cape Resurrection to Two Arm Bay

(NOAA Chart 16682)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

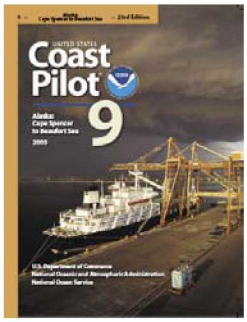
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 4 excerpts]

(808) **Cape Resurrection** (59°52.1'N., 149°17.0'W.), at the E entrance to Resurrection Bay, is a precipitous headland of solid rock, with little vegetation except some trees on the lower slopes. From the E two dome-shaped peaks, the N one the higher, show at the end of the cape, and a low saddleback of the peaks rises to higher mountains farther N. These are the only dome-shaped peaks in the vicinity, which assures easy recognition of the cape.

(810) The passage between Barwell Island and Cape Resurrection is deep and clear, midchannel depths ranging from 45 to 48 fathoms. This passage is reported to be dangerous for small craft in E weather because of tide rips, confused seas, and seas bouncing back off the cliffs of Cape Resurrection.

(811) **Resurrection Bay** extends about 16 miles inland N from Cape Resurrection. The depths are great throughout, and there are no dangers in the usual track of vessels. A flat extends 0.5 to 0.6 mile from the entire N shore at the head of the bay. The shores and islands are steep and high, with precipitous slopes in many places. The valleys are wooded up to about 1,000 feet. Anchorages, few and indifferent because of the great depths, are subject to strong williwaws. In March 1998, a subsurface mooring was deployed, extending within 50 feet of the surface. The mooring is in about 59°51'06.5"N., 149°29'54.0"W., and it will foul fishing gear. It is recommended that fishing vessels stay ¼ mile away from the mooring's position.

(816) **Pilot Rock**, 9.5 miles SW of Cape Resurrection, is a bare, rounded, rocky islet about 100 feet high. **Pilot Rock Light** (59°44'31"N., 149°28'12"W.), 100 feet (30.5 m) above the water, is shown from a skeleton tower with a diamond-shaped red and white daymark on the highest part of the rock.

(824) Small craft can also anchor in the SE arm of **Humpy Cove,** the two-arm bay on the E shore 1.7 miles NNE of Fox Island. In the winter this bay affords better protection than Sunny Cove, which is bad for small craft in NW weather. The anchorage is in 7 to 8 fathoms, sandy bottom. The narrow bight extending E is filled with a sandflat which bares at low water.

(826) **Seward** is on the W side of the N end of Resurrection Bay. The town is the S terminus of the Government-owned Alaska Railroad. Seward is 1,234 miles from Seattle via the outside route from Strait of Juan de Fuca, and 1,398 miles via the inside passage to Cape Spencer.

(832) Eastward: From the entrance point, 0.6 mile SSW of Barwell Island, set courses to pass 0.6 mile W of the SW part of Fox Island, 0.5 mile E of Caines Head Light, and thence to the waterfront at Seward.

(833) Westward: From the entrance point, 1 mile E of Pilot Rock, set courses to pass 2.5 miles W of the S extremity of Rugged Island, 0.5 mile E of Caines Head Light, and thence to Seward.

(834) The diurnal range of the tide is 10.6 feet at Seward.

(835) Winter gales strike suddenly and considerable sea makes into the bay with south winds. At Seward the prevailing wind is from the south from April to September and north during the remainder of the year. The high mountain ranges give some protection, but the region is subject to violent williwaws. The annual snowfall averages 78 inches (1981 mm).

(839) A U.S. Public Health Service Contract Physician is located at the hospital in Seward.

(841) A Coast Guard cutter is stationed at Seward in the small-boat harbor.

(850) **Seward Marine Services Dock**: 300 yards SSW of the University of Alaska Wharf; 250-foot face; 14 feet alongside; deck height, 18½ feet; receipt of herring and other fish products; owned and operated by Seward Marine Services, Inc.

(851) Some marine supplies are available and there are stores in town. Gasoline, diesel fuel, and lubricating oil are available by truck and diesel fuel is available at the Alaska Railroad Terminal and Port Facility.

(853) The Alaska Railroad maintains service throughout the year from Seward to Anchorage and Fairbanks; large amounts of supplies and equipment bound for all parts of Northern Alaska are moved over the railroad. Seasonal passenger service is available. The Alaska Marine Highway System maintains ferry service to Valdez-Cordova and Kodiak-Seldovia-Homer. Charter air service is available. Seward has scheduled highway transportation to Anchorage.

(854) Seward has radio and cable communications with the other Alaska ports and Seattle. Telephone and telegraph communications are maintained.

(859) Small vessels proceeding along the coast use the pass locally known as **Petes Pass,** between Harbor Island and the first island to the E. A depth of 2.5 fathoms is avaiable in the pass. Vessels using this passage should favor Harbor Island when passing through this narrow opening.

Table of Selected Chart Notes

Corrected through NM Sep. 16/06
Corrected through LNM Sep. 12/06

Mercator Projection
Scale 1:81,847 at Lat 59° 50'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE B

CAUTION

Undelineated submerged debris may exist inshore of the 20 fathom depth curve and therefore constitute a danger to navigation.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Point Pigot, AK	KZZ-93	162.450 MHz
Nunilchik, AK	KZZ-97	162.550 MHz
Rugged I, AK	WNG-526	162.425 MHz
Homer, AK	WXJ-24	162.40 MHz
Seward, AK	KEC-81	162.55 MHz

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

For Symbols and Abbreviations see Chart No. 1

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.488" southward and 7.329" westward to agree with this chart.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7960.....79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART

The Loran-C lines of position overprinted on this chart have been prepared for use with ground wave signals and are presently compensated only for theoretical propagation delays which have not yet been verified by observed data. Mariners are cautioned not to rely entirely on the lattices in in-shore waters. Skywave corrections are not provided.

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

Additional information can be obtained at nauticalcharts.noaa.gov.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 9, Chapter 3 for details.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Seward	(60°07'N/149°26'W)	10.6	9.7	1.4	----
Aialik Bay Entrance	(59°42'N/149°45'W)	10.7	9.8	1.4	----
Two Arm Bay	(59°40'N/150°06'W)	11.0	10.0	1.3	-4.0

(Oct 2005)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

16682

LORAN-C OVERPRINTED

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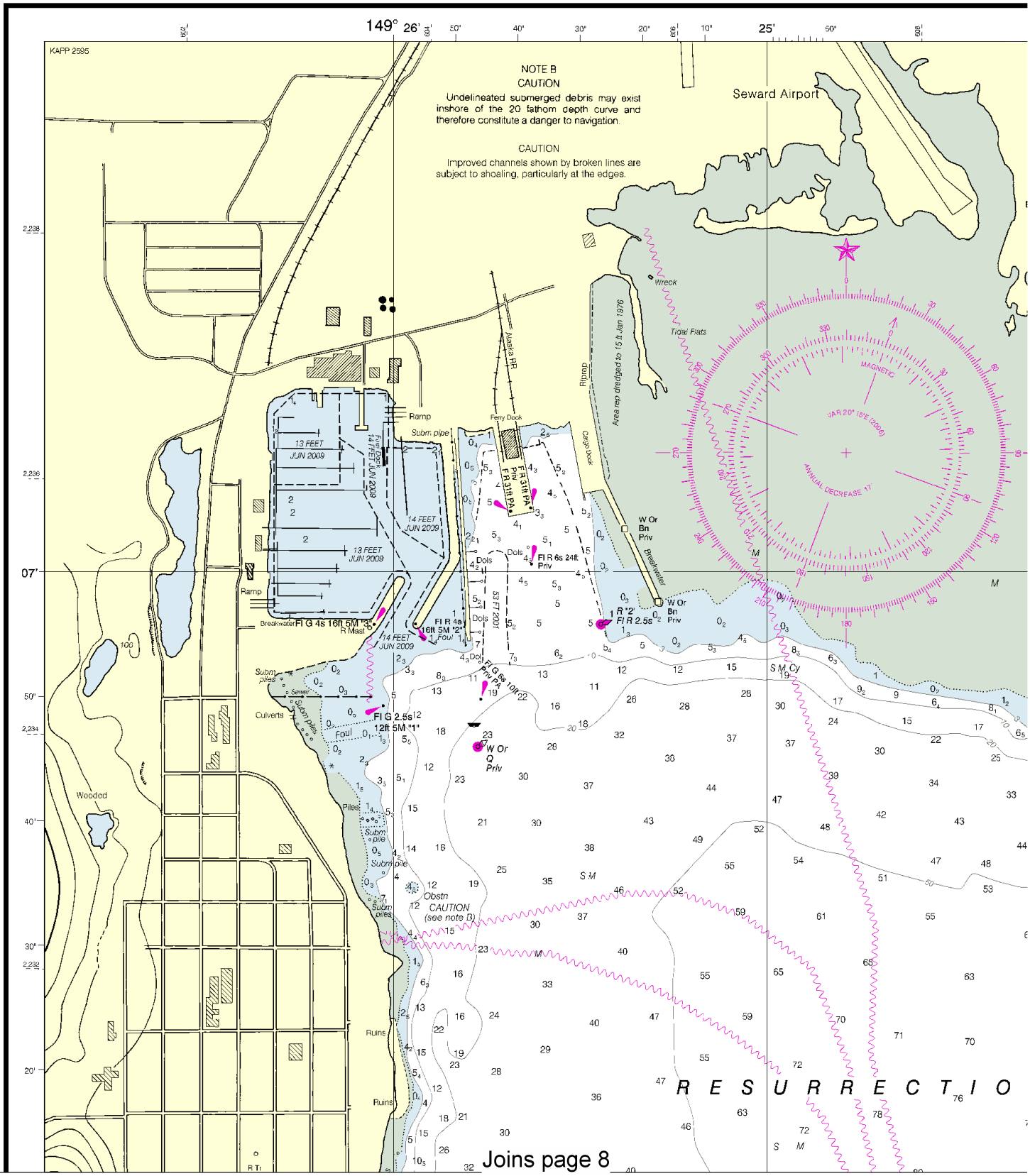

4

North

VESSEL TRANSITING

U.S. Coast Guard and the Pacific States/British Columbia Oil Spill
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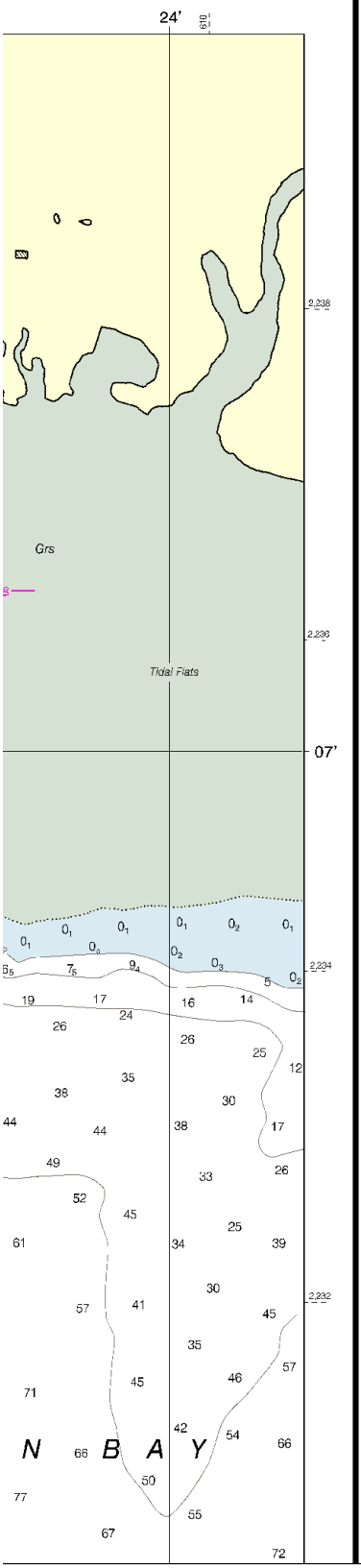
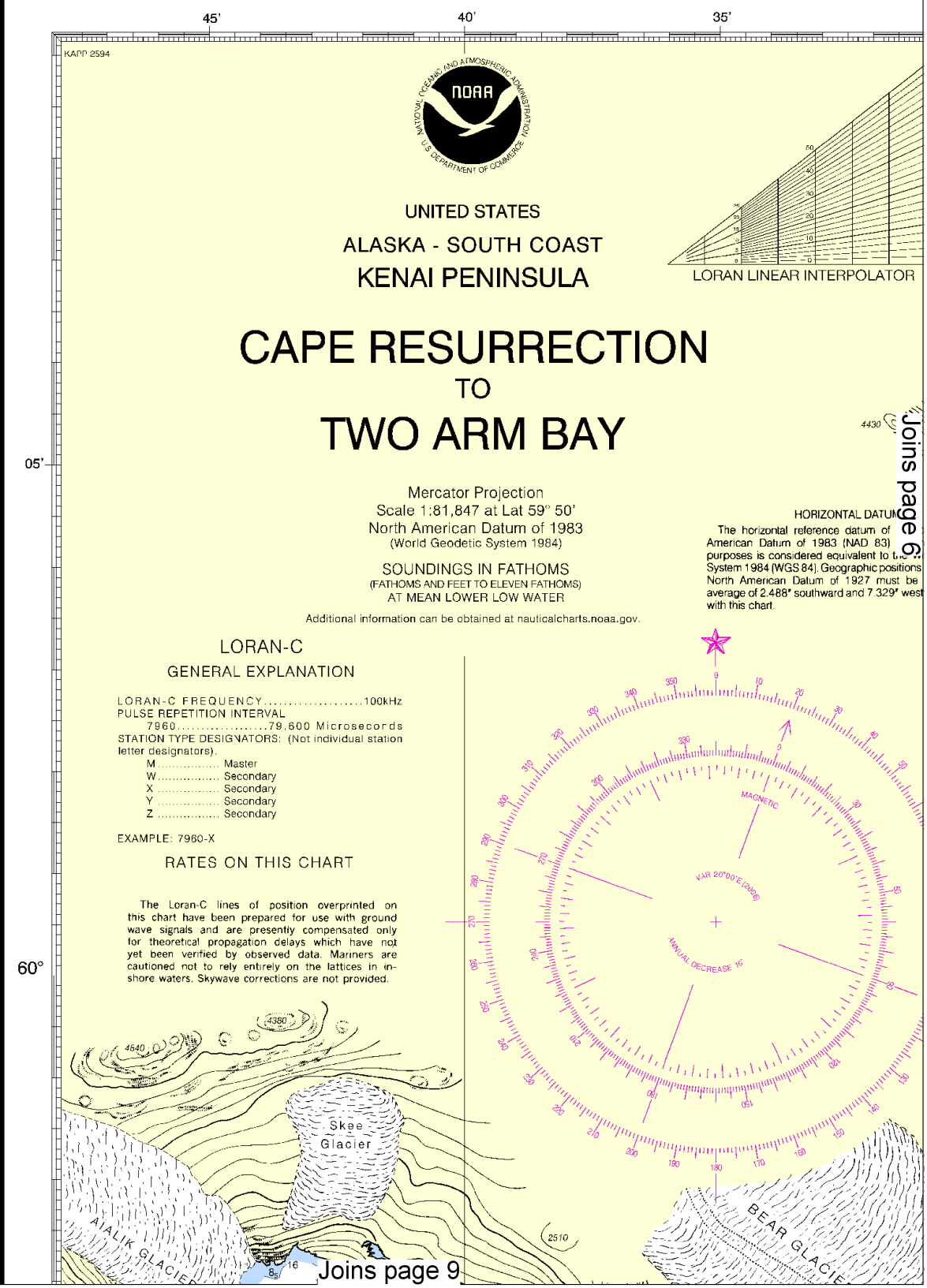
coast anywhere between Cook Inlet, Alaska and San Diego,
fornia. See U.S.Coast Pilot 9, Chapter 3 for details.

Formerly C&GS 8529, 1st Ed., Apr. 1930 C-1930-345 KAPP 2594





This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:109129. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

VESSEL TRANSITING

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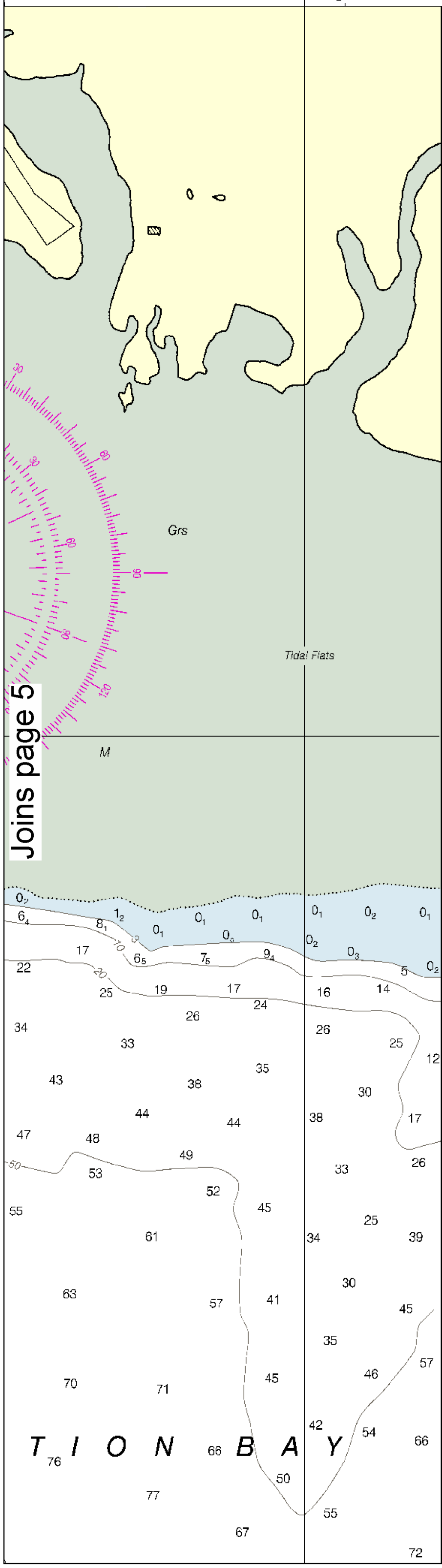


Joins page 5

45' 40' 35'

KAPP 2594

UNITED STATES

ALASKA - SOUTH COAST

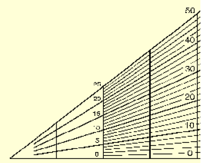
KENAI PENINSULA

CAPE RESURRECTION
TO
TWO ARM BAY

Mercator Projection
Scale 1:81,847 at Lat 59° 50'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.



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The horizontal refer American Datum of 1 purposes is considere System 1984 (WGS 84). North American Datur average of 2.488" south with this chart.

05'

60°

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY....................100kHz
PULSE REPETITION INTERVAL
7960..................79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).

M .... Master
W................ Secondary
X .... Secondary
Y .... Secondary
Z .... Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART

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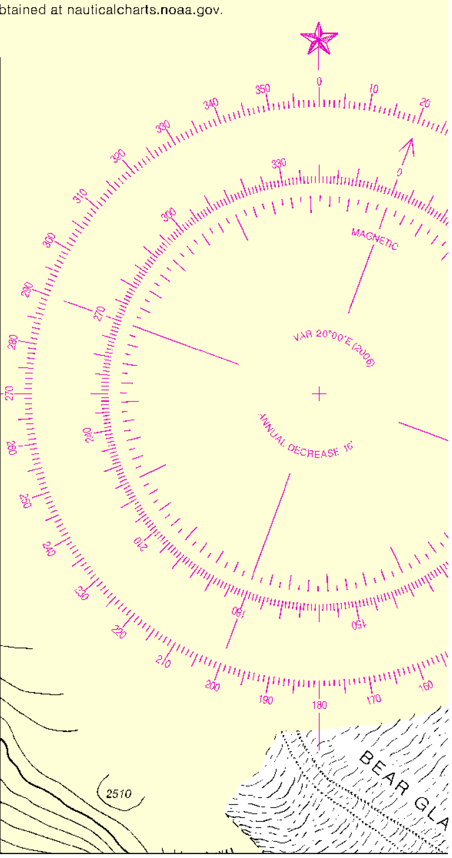
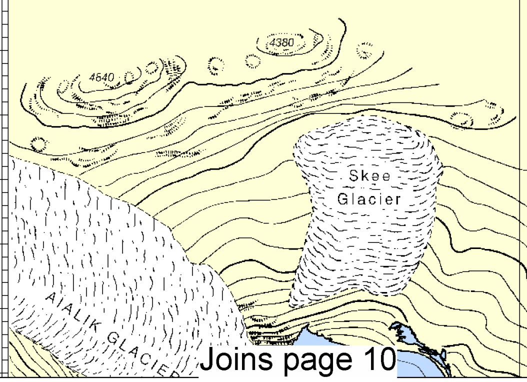


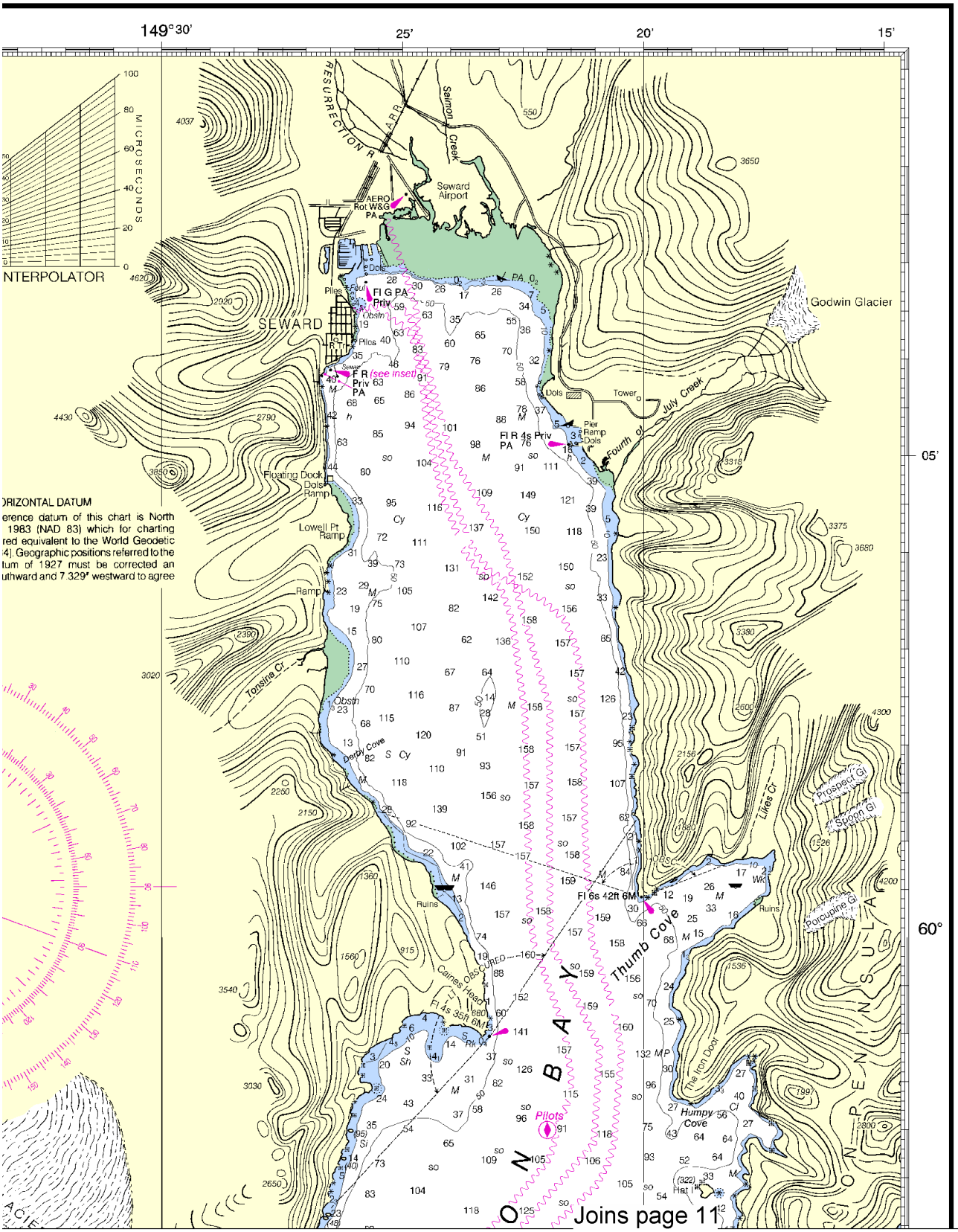


Joins page 10

North

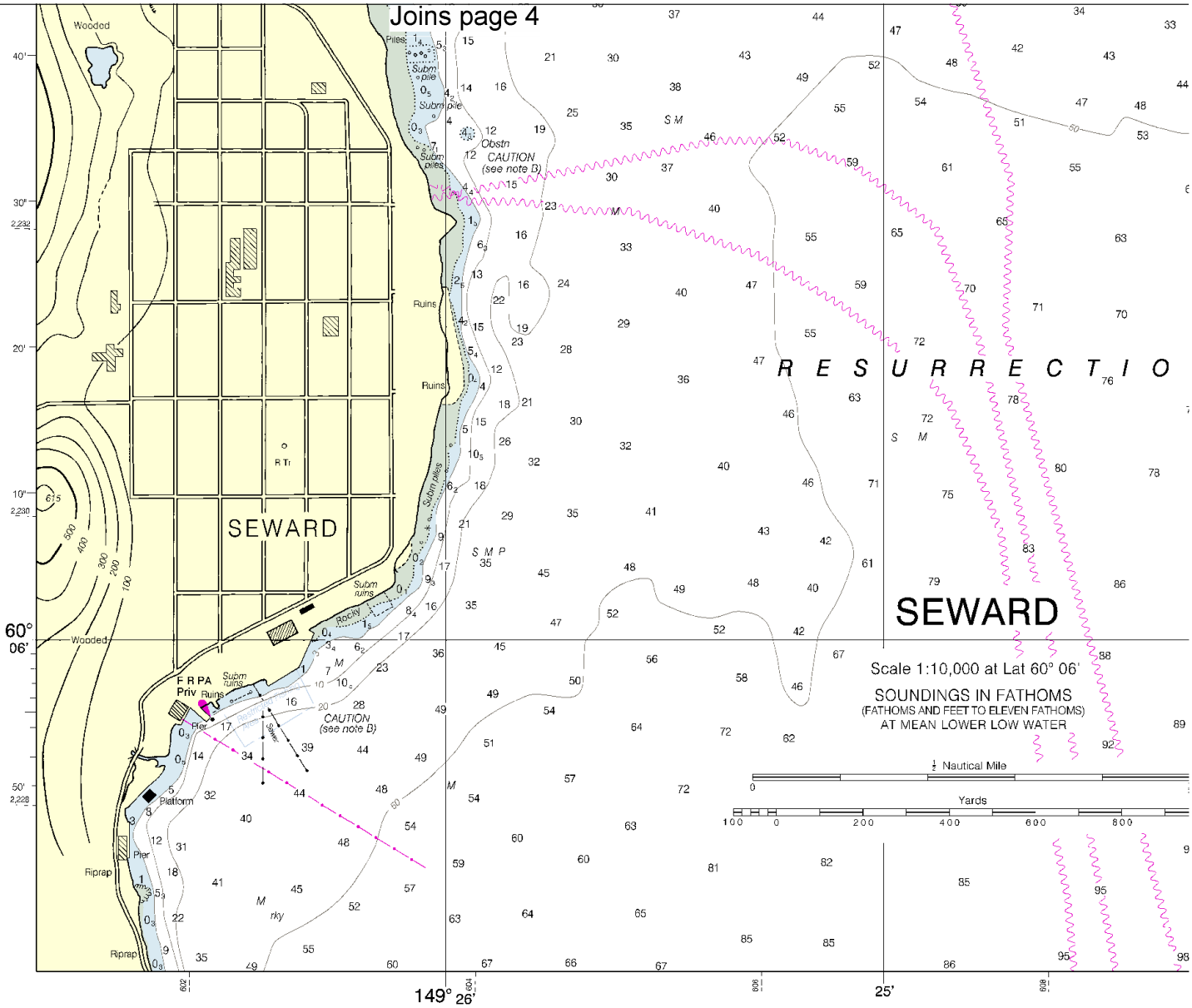
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.

Joins page 4



TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Seward	(60°07'N/149°26'W)	10.6	9.7	1.4	----
Aialik Bay Entrance	(59°42'N/149°45'W)	10.7	9.8	1.4	----
Two Arm Bay	(59°40'N/150°06'W)	11.0	10.0	1.3	-4.0

(Oct 2005)

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

CAUTION

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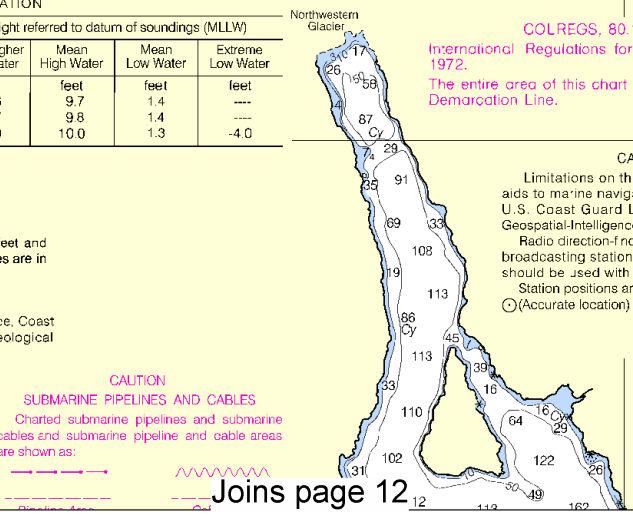
CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

Navigation regul... Chapter 2, U.S. Coa... revisions to Chapte... Notice to Mariners. ... the regulations may ... of the Commander, ... in Juneau, Alaska, or ... Engineer Corps of ... Alaska.

Refer to charted re...

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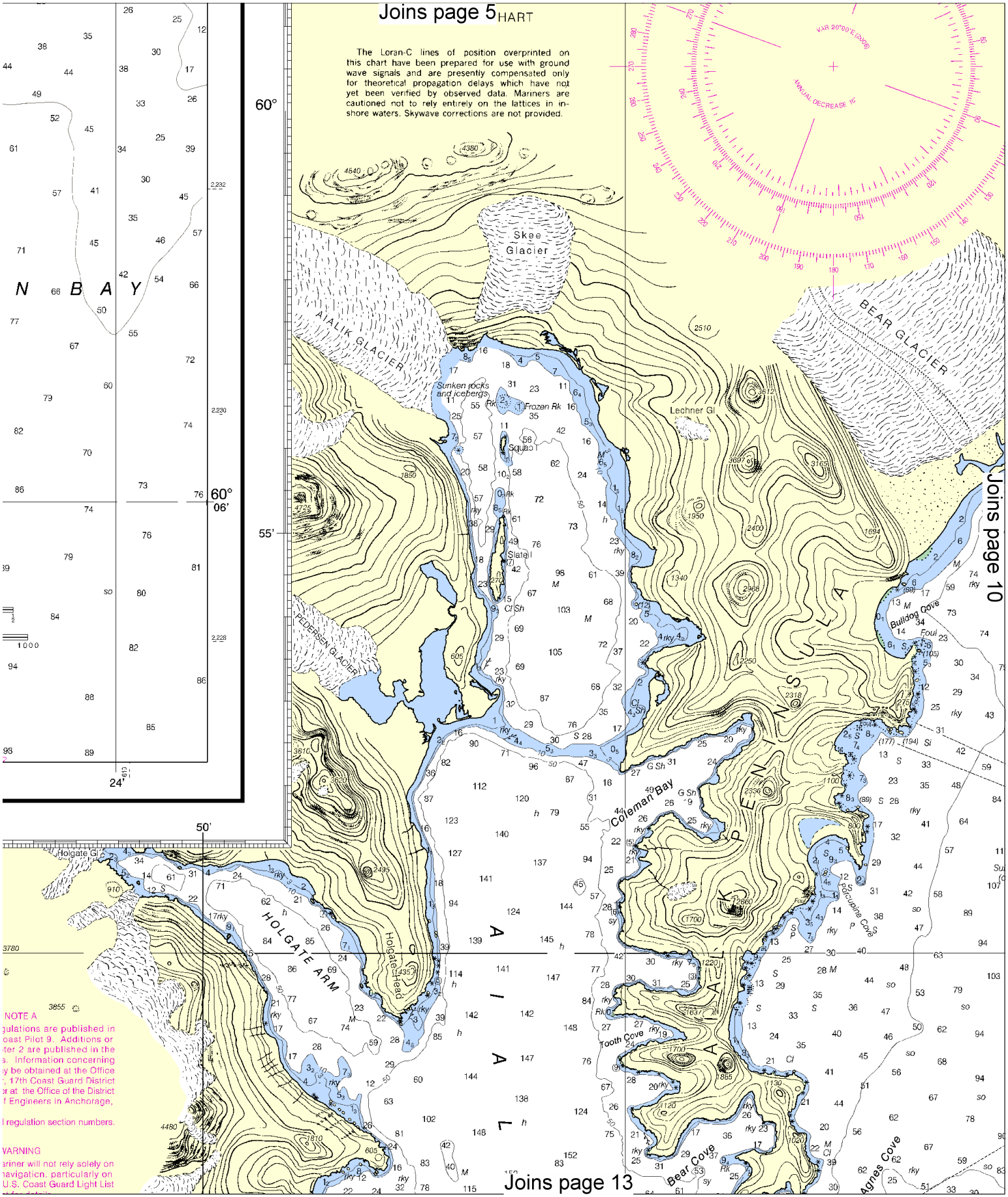
North


Joins page 5
HART
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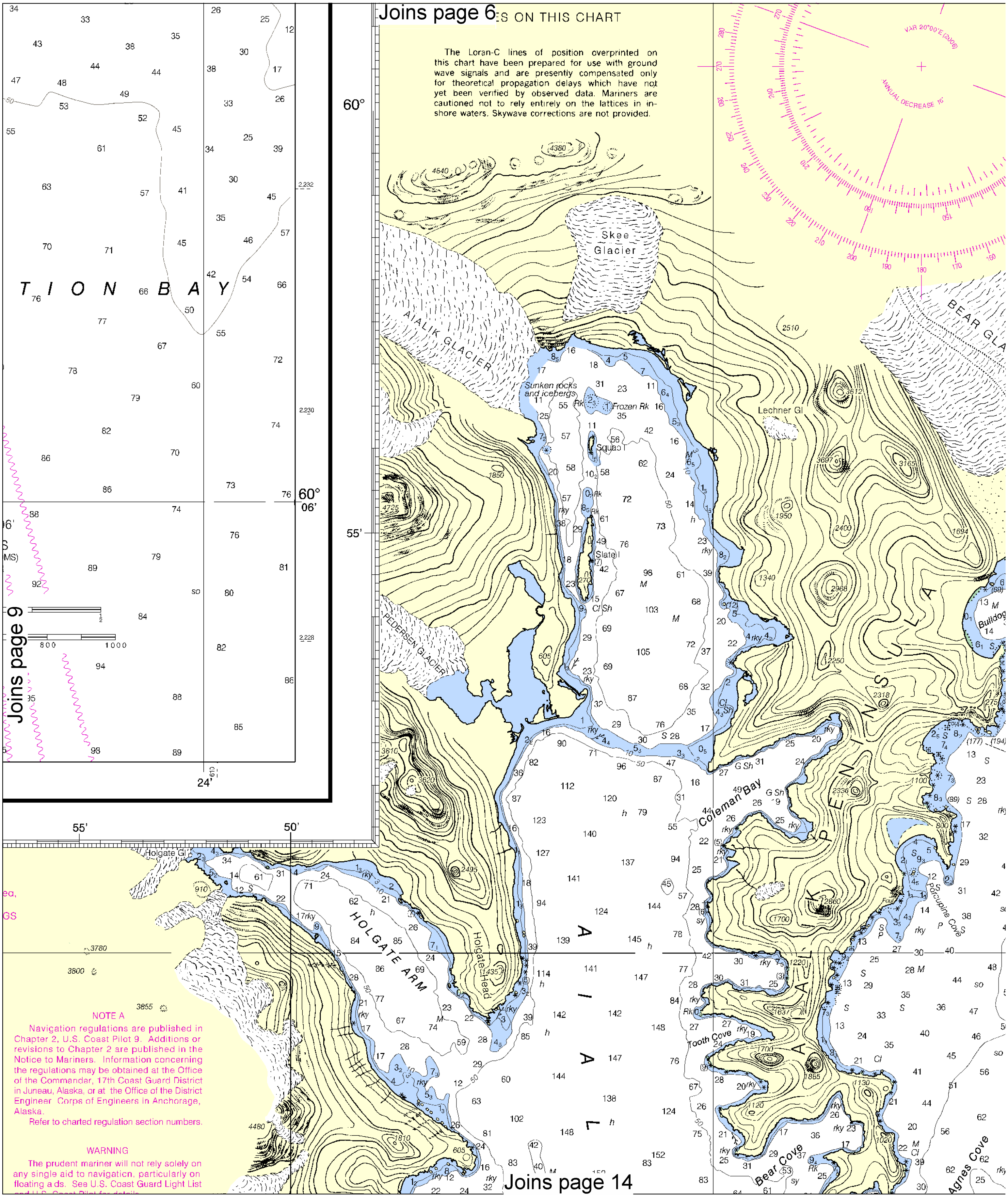
VAR 20°00'E (2009)
ANNUAL DECREASE 15'
60°
55'
50'
24'
60° 06'
N B A Y
Skee Glacier
AIALIK GLACIER
BEAR GLACIER
PEDERSEN GLACIER
Sunken rocks and icebergs
Frozen Rk
Lechner Gl
Slate I
Cl Sh
G Sh
Bulldog Cove
Foul
Coleman Bay
Porcupine Cove
Tooth Cove
Bear Cove
Agnes Cove
Holgate Gl
HOLGATE ARM
Holgate Head
AIALIK PENINSULA
Joins page 10
Joins page 13
NOTE A
gulations are published in oast Pilot 9. Additions or ter 2 are published in the s. Information concerning y be obtained at the Office , 17th Coast Guard District r at the Office of the District f Engineers in Anchorage,
l regulation section numbers.
WARNING
ariner will not rely solely on navigation, particularly on U.S. Coast Guard Light List


Joins page 6
Joins page 9
Joins page 14
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VAR 20°00'E (2006)
ANNUAL DECREASE 16'
T I O N B A Y
Skee Glacier
AIALIK GLACIER
PEDERSEN GLACIER
BEAR GLA
Lechner Gl
Sunken rocks and icebergs
Frozen Rk
Squab I
Slate I
Holgate Gl
HOLGATE ARM
Holgate Head
Coleman Bay
Tooth Cove
Bear Cove
Agnes Cove
Porcupine Cove
Bulldog
A I A L I K
P E N I N S U L A
60°
55'
50'
24'
06'
NOTE A
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Refer to charted regulation section numbers.
WARNING
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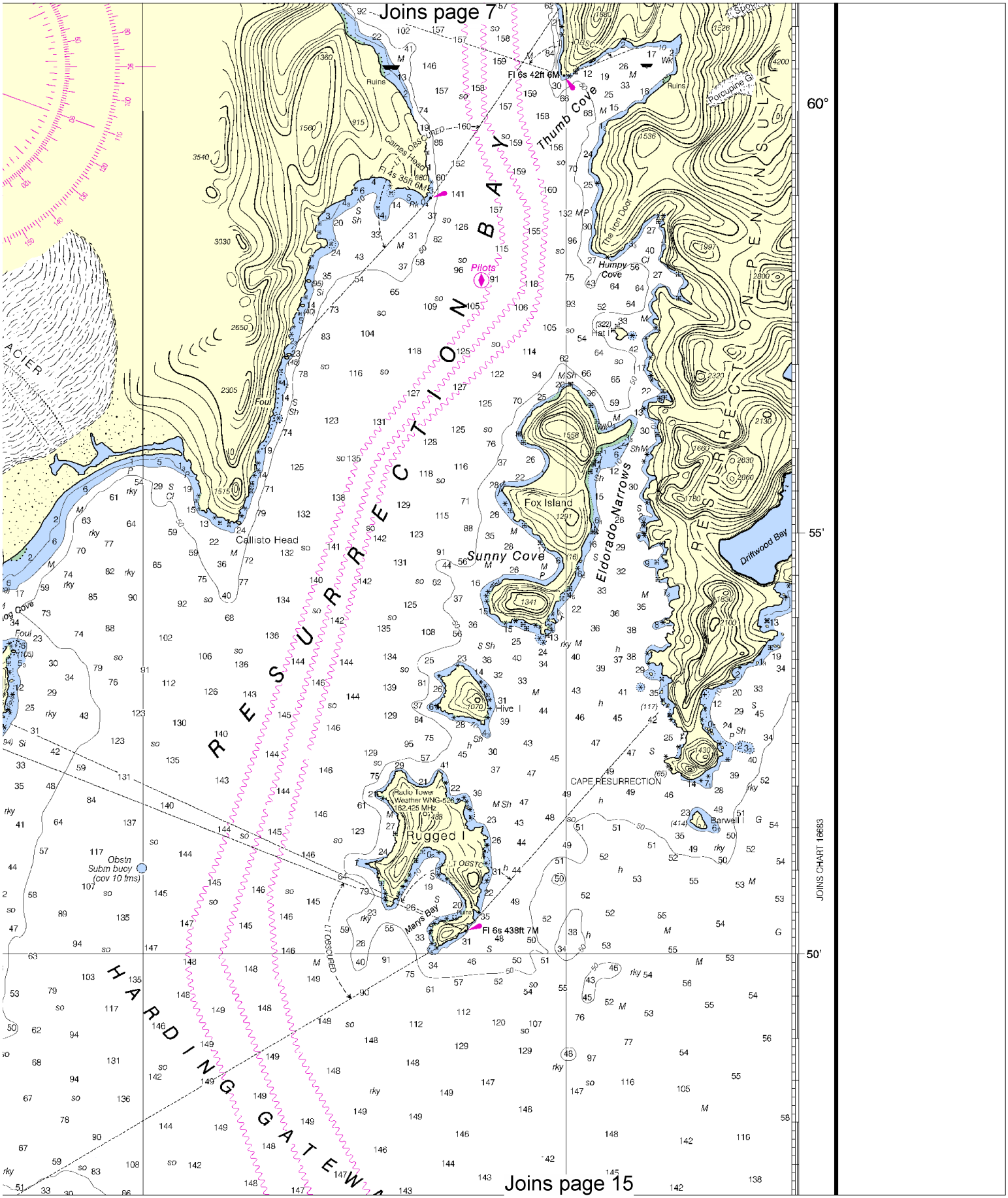
North


Joins page 7
RESURRECTION BAY
Thumb Cove
Fl 6s 42ft 6M
Ruins
Porcupine Gl
Caines Head
OBSCURED
Fl 4s 35ft 6M
Pilots
Humpy Cove
The Iron Door
Pat I
Foul
Callisto Head
Fox Island
Sunny Cove
Eldorado Narrows
Driftwood Bay
Hive I
Radio Tower
Weather WNG-526
162.425 MHz
Rugged I
Obstn
Subm buoy
(cov 10 fms)
Mary's Bay
Fl 6s 438ft 7M
CAPE RESURRECTION
Barwell I
HARDING GATEWAY
60°
55'
50'
JOINS CHART 16663
Joins page 15

Joins page 8

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Seward	(60°07'N/149°26'W)	10.6	9.7	1.4	----
Aialik Bay Entrance	(59°42'N/149°45'W)	10.7	9.8	1.4	----
Two Arm Bay	(59°40'N/150°06'W)	11.0	10.0	1.3	-4.0

(Oct 2005)

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Point Pigot, AK	KZZ-93	162.450 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Rugged I, AK	WNG-526	162.425 MHz
Homer, AK	WXJ-24	162.40 MHz
Seward, AK	KEC-81	162.55 MHz

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

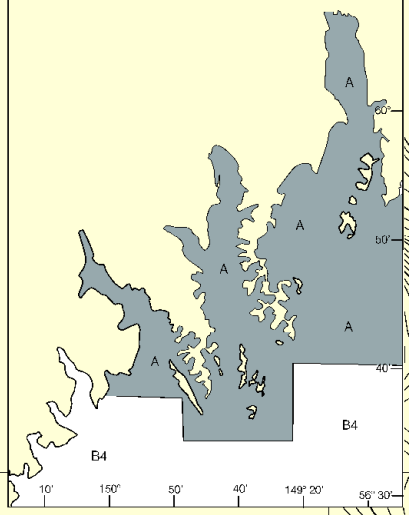
Covered wells may be marked by lighted or unlighted buoys.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A	1990 - 2001	NOS Surveys	full bottom coverage
B4	1900 - 1939	NOS Surveys	partial bottom coverage



AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙(Accurate location) o(Approximate location)

Navigation regul... Chapter 2, U.S. Coa... revisions to Chapte... Notice to Mariners. ... the regulations may ... of the Commander, ... in Juneau, Alaska, or ... Engineer, Corps of E... Alaska.

Refer to charted re...

WA...

The prudent mari... any single aid to na... floating aids. See U... and U.S. Coast Pilot ...

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

LORAN LINEAR INTERPOLATOR

MICROSECONDS

CAUTION

The entire area of this chart is affected by land uplift due to forces such as postseismic crustal rebound. As a result, the tidal datums including mean lower low water, the plane of reference used for depth soundings, have changed throughout this region. Tidal datums were updated in 1999 and depths of 11½ fathoms or less on this chart were adjusted accordingly, to account for this uplift. As the uplift rates can only be estimated and areas continue to rise, depths may be shoaler than charted. Mariners are urged to exercise caution.

Northwestern Glacier

Shoaling to bare rep 2008

NORTHWESTERN FIORD

Northwestern Fiord may be filled with floating ice.

Northwestern Lagoon

PAGUNA ARM

PENINSULA

Sandy Bay

Harris Pt

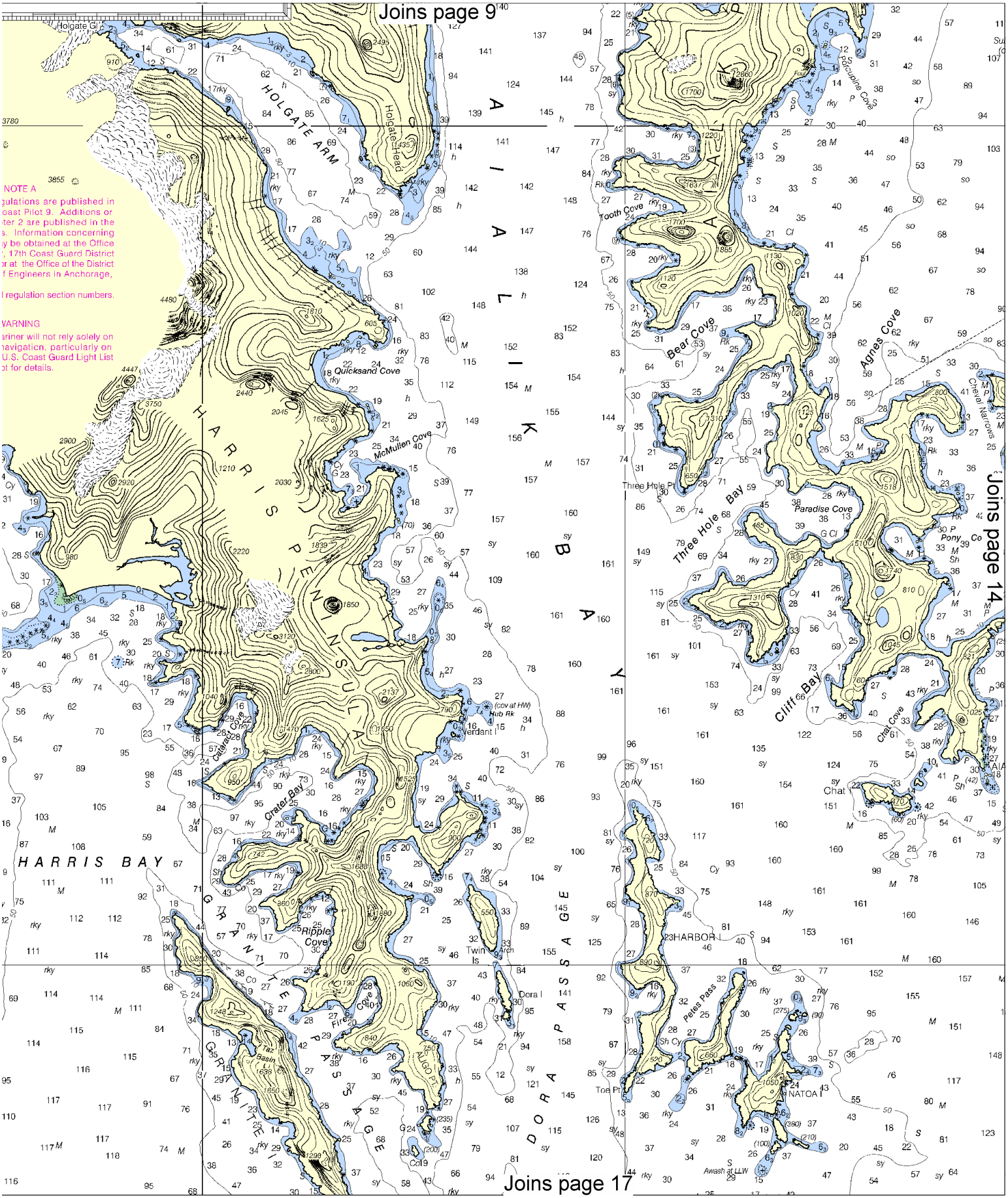
Joins page 16

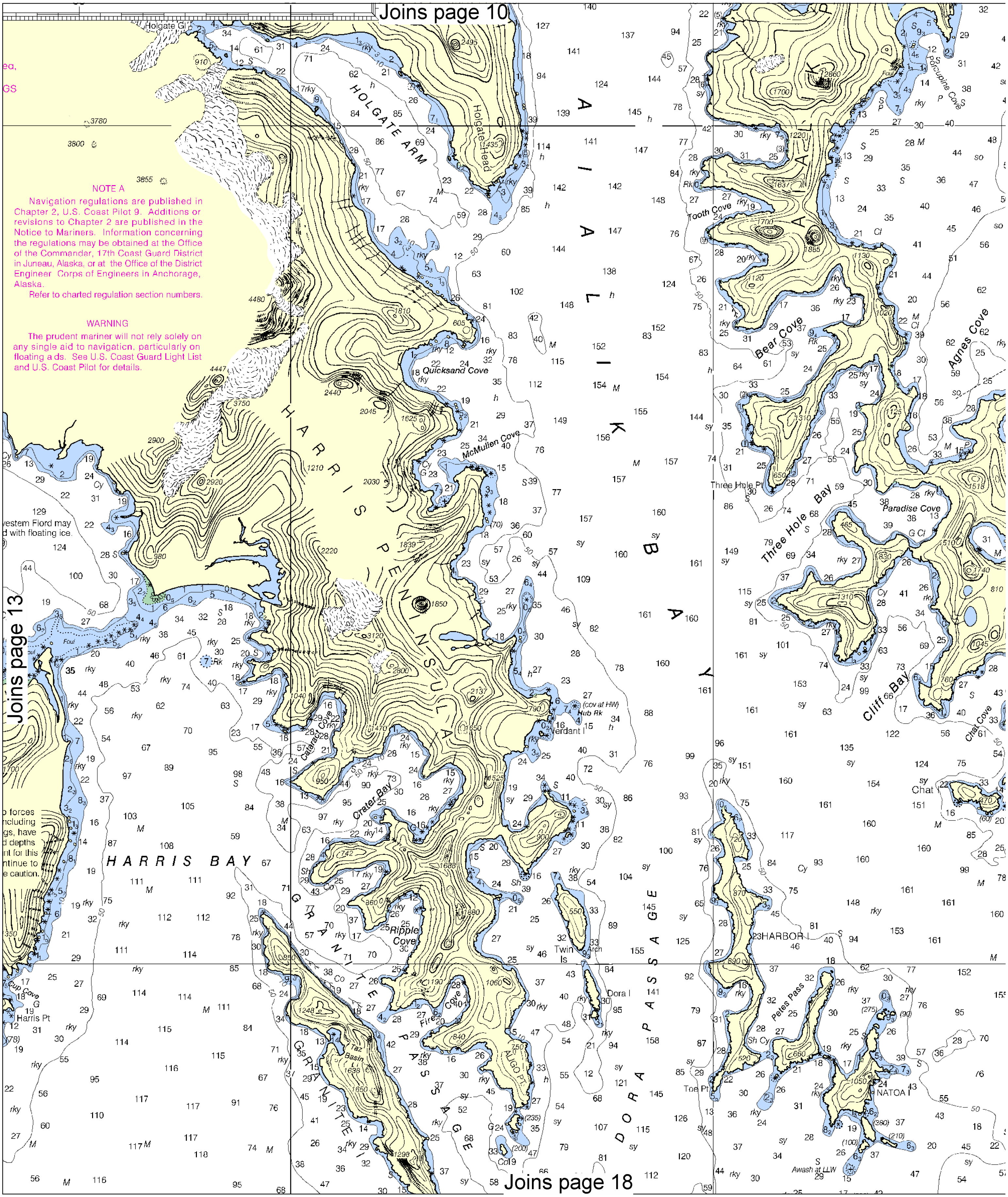
50'

45'

40'

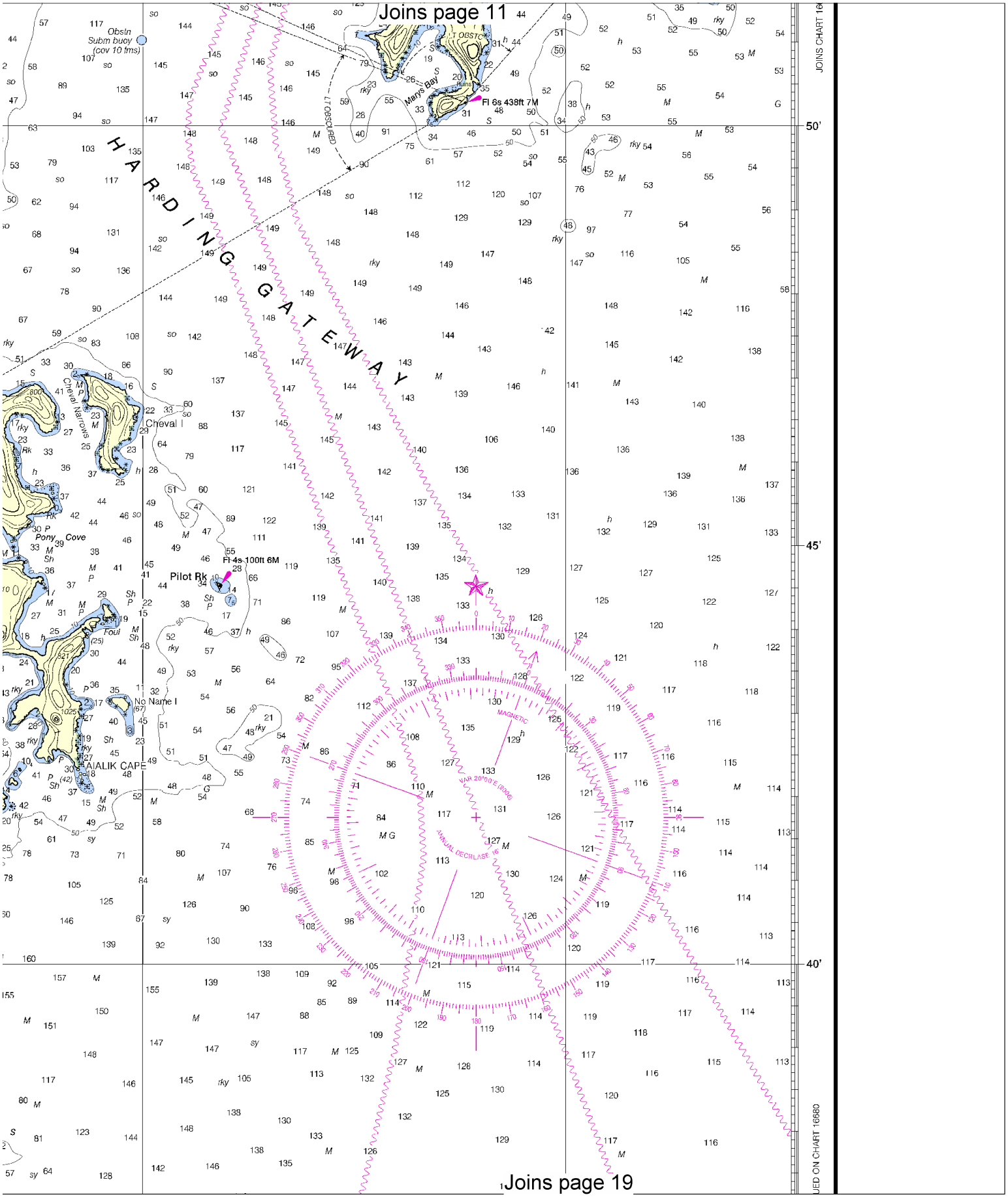
North

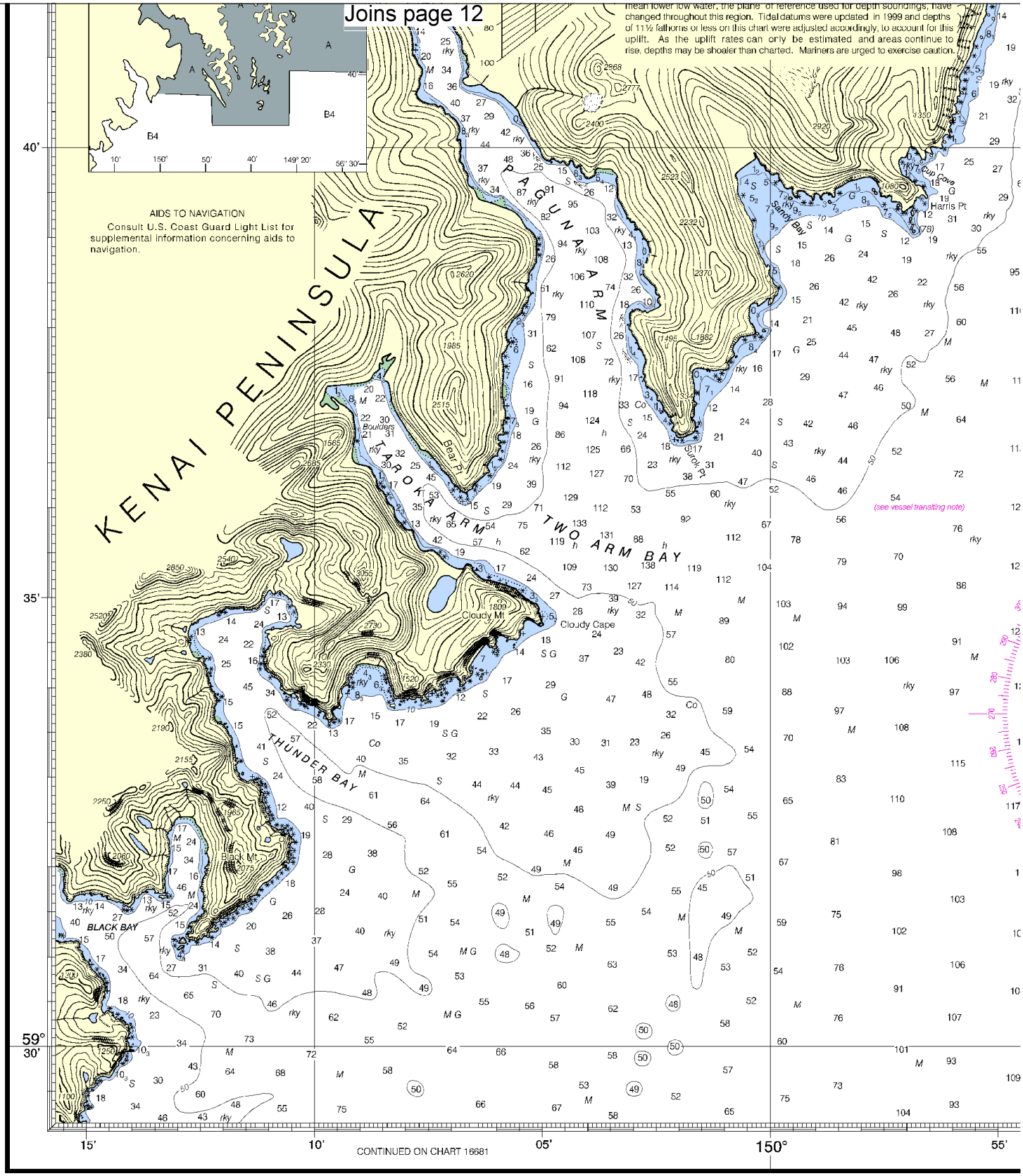

Joins page 9
Joins page 14
Joins page 17
HOLGATE ARM
HARRIS PENINSULA
HARRIS BAY
GRANITE PASSAGE
DORA PASSAGE
BAY
Holgate Gl
Holgate Head
Quicksand Cove
McMullen Cove
Crater Bay
Ripple Cove
Twin Is
Dora I
Bear Cove
Tooth Cove
Three Hole Pt
Three Hole Bay
Paradise Cove
Agnes Cove
Porcupine Cove
Cliff Bay
Chat Cove
Chat
HARBOR
Petes Pass
Toe Pt
NATOA I
Verdant I
Hub Rk
NOTE A
WARNING



Joins page 10
Joins page 13
Joins page 18
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
Holgate Gl
HOLGATE ARM
Holgate Head
AIALIK BAY
HARRIS PENINSULA
Quicksand Cove
McMullen Cove
Tooth Cove
Bear Cove
Agnes Cove
Three Hole Pt
Three Hole Bay
Paradise Cove
Porcupine Cove
Cliff Bay
Chat Cove
Chat I
Hub Rk
(cov at HW)
Verdant I
Calacia Cove
Crater Bay
Ripple Cove
Fire Cove
Twin Is
Dora I
HARRIS BAY
GRANITE PASSAGE
DORA PASSAGE
AIGO PT
Taz Basin
HARBOR
Petes Pass
Toe Pt
NATOA I
Awash at LLW
Cup Cove
Harris Pt
Western Fiord may be filled with floating ice.

North


Joins page 11
Obstn
Subm buoy
(cov 10 fms)
LT OBSC
Mary's Bay
Fl 6s 438ft 7M
HARDING GATEWAY
Cheval I
Cheval Narrows
Pony Cove
Pilot Rk
Fl 4s 100ft 6M
No Name I
AIALIK CAPE
MAGNETIC
VAR 20°00'E (2006)
ANNUAL DECREASE 16'
50'
45'
40'
JOINS CHART 16
UED ON CHART 16680
Joins page 19



17th Ed., Sep./ 06 ■ Corrected through NM Sep. 16/06
Corrected through LNM Sep. 12/06

16682

LORAN-C OVERPRINTED

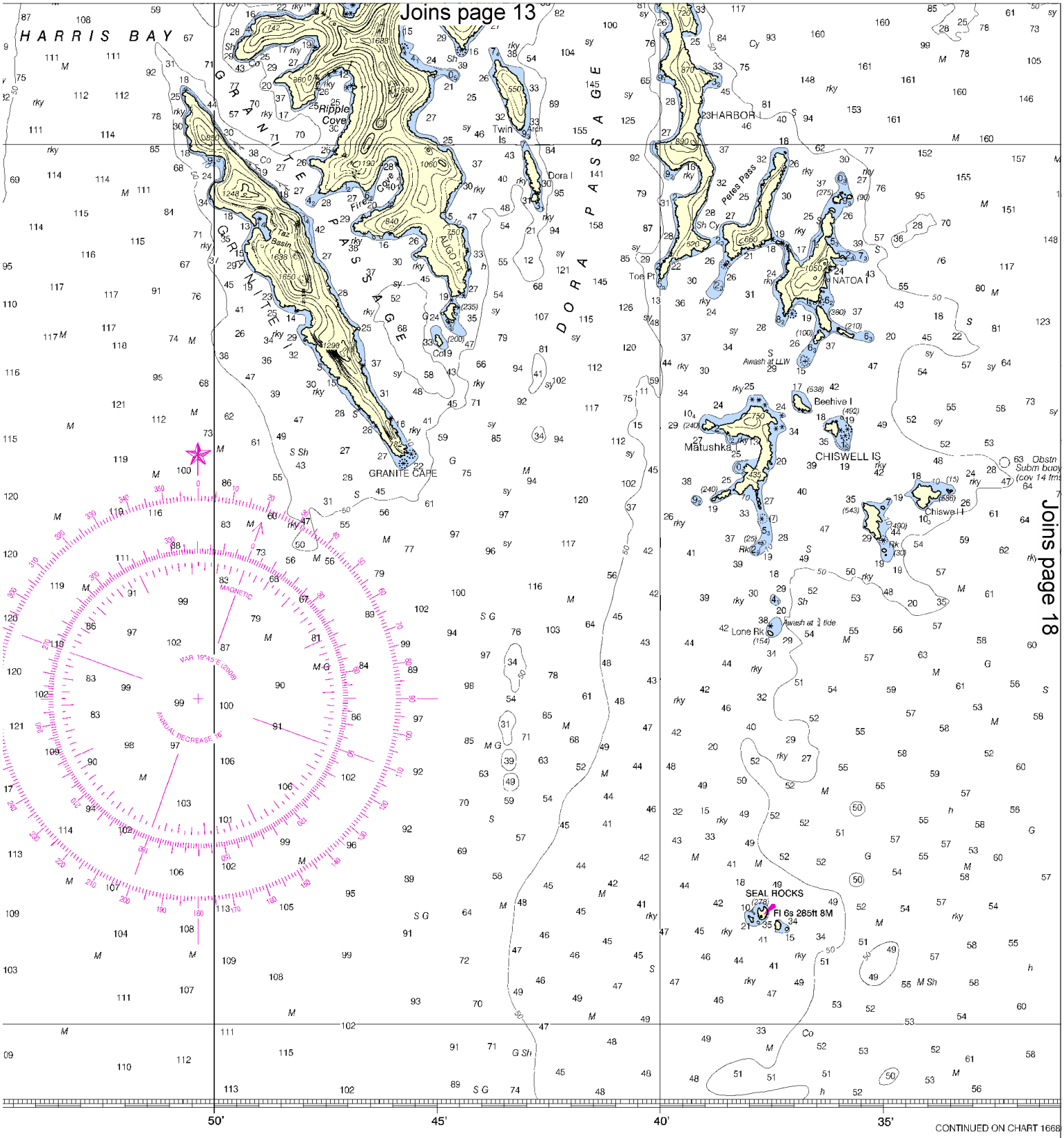
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS

(FATHOMS AND FEE

North

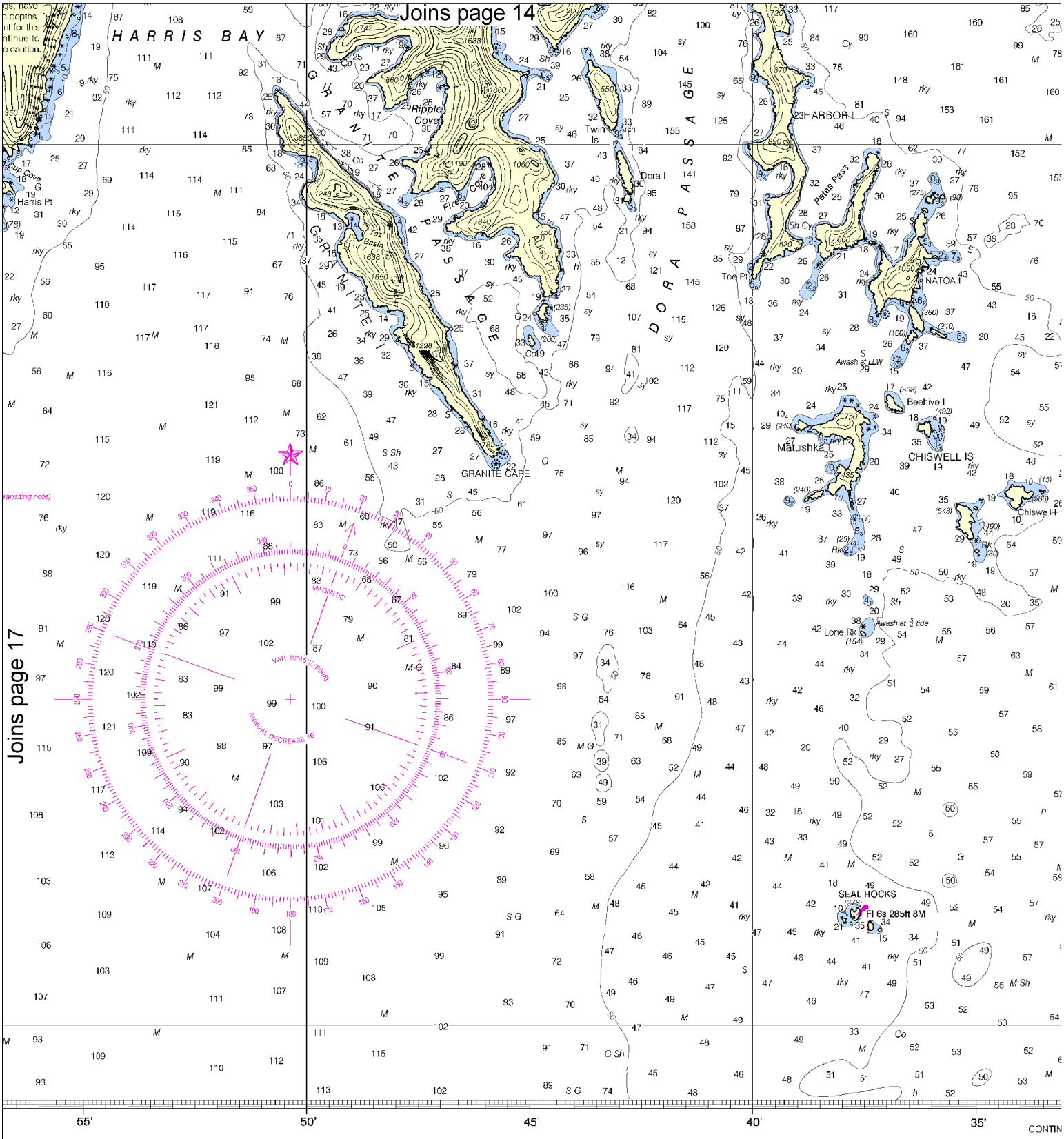


IN FATHOMS

(ET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9		
FEET	6	12	18	24	30	36	42	48	54		
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17



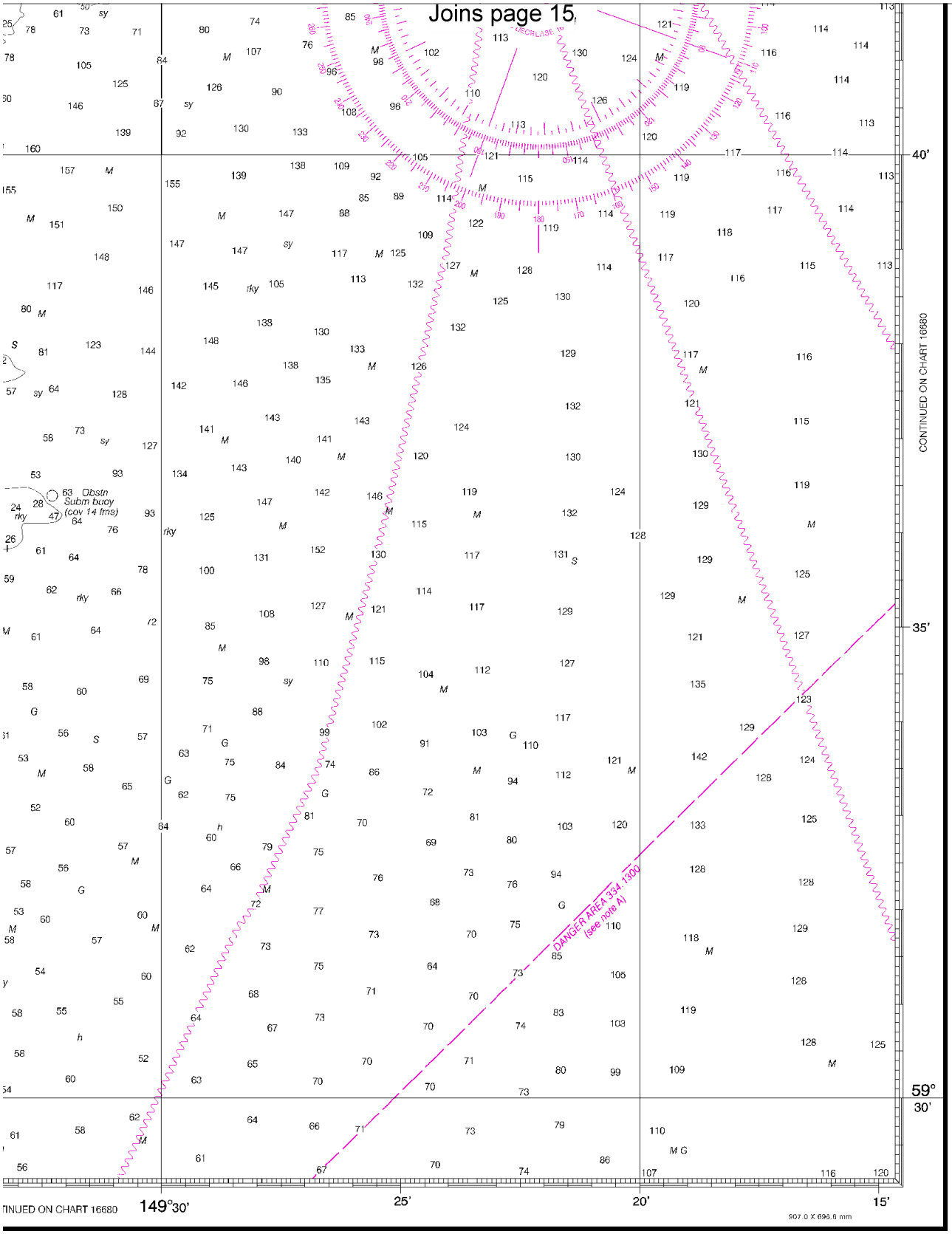
DINGS IN FATHOMS

HOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	
FEET	6	12	18	24	30	
METERS	1 2	3	4	5	6	7 8 9

North



TINUED ON CHART 16680

Cape Resurrection to Two Arm Bay

SOUNDINGS IN FATHOMS - SCALE 1:81,847

16682

LORAN-C OVERPRINTED

BB NO. 17
NSN 7642014011292
NGA REFERENCE NO. 16BCO16682

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

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Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.